

CITY OF SAINT PAUL, MINNESOTA

Bicycle Advisory Board

800 CHA, 25 West 4th Street, Saint Paul, MN 55112 – ph. 651-266-6217

APPROVED SEPTEMBER MINUTES

SUBJECT: Bicycle Advisory Board Monthly meeting June 2, 2009

ATTENDING: David Kuebler (Public Works), Rob Barbosa (Ward 6), Chris Budel (At-Large) Ed Lehr (Ward 7), Kate Reilly (PED), Rob Vanasek (Ward 4), Richard Arey (Ward 1), Jessica Treat (St. Paul Smart Trips), Matthew Cole (Ward 5), Kurt Schroeder (Ward 2),

ABSENT: Don Muske (Ward 3), Sarah Nasset (Police) Kera Peterson (At-Large), Eric Haugee (At-Large), Eric Thompson (Parks and Rec), Jonathan Carter (Parks and Rec Commission)

GUESTS: Russ Stark (Councilman Ward 4), Andy Singer (Ward 3 resident), Liz Walton (MnDOT)

SUBMITTED BY: David Kuebler
Notes recorded by Ward 5 BAB representative are appended to these minutes and included as part of these minutes.

CALL TO ORDER: 5:35 P.M.

INTRODUCTIONS, APPROVAL OF SEPTEMBER AGENDA AND JUNE MINUTES
(with agenda additions/deletions as determined)

Motion to approve September agenda: Vanasek

Seconded: Budel

Discussion: Add Richard Arey under “Appearances Before the Board” to discuss the St. Paul Classic; Add discussion item under “Appearances Before the Board” regarding Como Bike Lanes and State Fair access via the bike lanes; Add discussion item under “New Business” as it relates to changing the monthly meeting date and time; Change item (a) under “Old Business” from Griggs to Ayd Mill Road Trail.

Vote

| Yeas | Nays | Absent |
|----------|----------|----------|
| <u>7</u> | <u>0</u> | <u>5</u> |

Motion Carried

Motion to hold June minutes for approval at October BAB meeting: Vanasek

Seconded: Budel

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Vote

| Yeas | Nays | Absent | Abstain |
|------|------|--------|---------|
| 8 | 0 | 4 | 0 |

Motion Carried

APPEARANCES BEFORE BOARD

1. Councilman Russ Stark

Mr. Stark came to discuss a program his office has been considering with respect to citywide transportation issues. Specifically, the BAB would be committee within such and organization. Mr. Stark is seeking input from the BAB as it relates to such a transportation committee. The BAB would provide citizen input into the committee. Concern was expressed by BAB members that such a committee would delete the effectiveness of the BAB as it relates to advisory nature to the Mayor. Concern was expressed about with the BAB being marginalized. Concern was expressed the high dollar special interests may compromise the effectiveness of such a committee. The response from to some of the concerns was that was that it was thoughtful and that the possible makeup of the Board would include one representative from every Ward in the City plus one to two representing various transportation modes.

Discussion included comments from BAB members with respect to input on projects from inception, governing of the potential politicization of any proposed Board, noting a volunteer board would be a lot of work and questions as to how BAB would work if such a board was implemented, i.e. who would the BAB and the board report to.

The response to those concerns was that the BAB and the board would both be appointed by the Mayor and answer to the Mayor. Current Mayor's staff seems positive but not necessarily looking to invest in concept. In other words the Mayor's office is neutral to the concept. Appointments may remain political. Questions regarding the response from District Councils were presented with the response being that the DC's input has not been sought.

Other comments from BAB included a generally support for the concept as long as BAB staffing was not compromised and that there was enough representation from other agencies/users such as ADA, parking, transit, etc.

Councilman Stark discussed the staffing of any such board since budget issues are a concern and four city departments are already represented on the BAB. The ability to fund such a program would be explored over time. If the board serves a purpose the need will be evident.

Statements were made by BAB representatives of the current city representation on the BAB and that the BAB doesn't want to loose that representation.

Questions arose from BAB as to changing the BAB into a bike/ped board or committee.

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A question arose as to the makeup of any proposed board from a user or technical perspective to which the response was that any proposed board would have a user perspective.

2. Councilman Russ Stark

As it relates to a follow up to last months discussion of the Como Park bike trails around Black Bear Crossing, questions were asked of Mr. Stark regarding possibly funding some type of planning study. Councilman Stark stated that he would talk to the Parks Director to see if funds were available to do something but noted that the area is in Ward 5. The BAB Ward 5 representative stated he would talk to the District Council.

3. Jessica Treat Amended per the October BAB meeting

Ms. Treat brought up issue as it relates to use of Como Avenue by bicyclists during the State Fair. Discussion took place between various members of the Board and Public Works. Public Works offered to include the BAB Ward Rep for the ward to future discussion between the City and the State Fair Transportation department. Refer to Notes submitted by Matt Cole appended to these minutes.

4. Richard Arey

St. Paul Bike Classic will be held September 13 and course volunteers are needed. Discussion took place as to whether or not BAB would have a table at the event. Richard stated that space was limited. No action was taken on this item.

OLD BUSINESS

Motion to adopt the Roles and Responsibilities document as appended to these minutes: Vanasek

Seconded: Barbosas

Discussion: None noted

Vote

| Yeas | Nays | Absent |
|------|------|--------|
| 7 | 0 | 5 |

Motion Carried

1. STP Funding Process => see attached notes as recorded by Ward 5 BAB representative Matthew Cole.
2. Project updates => see attached notes as recorded by Ward 5 BAB representative Matthew Cole.
3. Work Plan Update

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- a. Traffic 101 course => Ed presented question about having three 3hour sessions or one 4 hour and one 5 hour. Ed stated September is pretty much out of the question but that something may be available for October. A schedule proposal will be forthcoming.
- b. Engineering & Evaluation => 9/8 or 9/9 will be counting approximately fifteen locations. Ed and Matt are okay to count the locations they counted last month. Other volunteers are needed.
- c. Enforcement => update by Jessica treat as it relates to snow removal pilot project to take place this winter on Marshall from Hamline to the river. A meeting is scheduled between Union Park and the City to discuss alternate side parking on one day per week to provide better opportunity for the roadway to be cleared of nuisance snows and to try and keep roadway better cleared. It was stated that the snow emergency policy on Marshall will be better enforced for the 2009/2010 snow season as part of the pilot.

NEW BUSINESS

1. Quarterly Reports

- a. Ward 3: Discussion took place regarding the need to improved actuation for bicyclists along Jefferson and Edgumbe. It was stated that signal recall is not needed in the city and should be eliminated.
 - b. Ward 6: Rob Barbosa requested that the City look at Edgewater as it relates to bike lanes being in existence prior to an oiled street operation taking place. It was thought that a bike lane existed prior to the street being oiled. No bike lane was installed with the restriping process. Public Works stated it will be reviewed and suggested to look at aerial photos such as Google maps to get an idea if there were bike lanes.
 - c. Eric Thompson: serious bike accident at Crosby Park that was directly related to education.
2. Meeting date and time => discussion took place with respect to changing the BAB meeting time from the current first Tuesday of the month to the second Tuesday of the month.

Motion to change meeting time from first Tuesday of the month to the second Tuesday of the month beginning in October and continuing for at least the next three months: Lehr

Seconded: Budel

Discussion: None noted

Vote: Role call asked for

| Yeas | Nays | Absent |
|------|------|--------|
| 6 | 0 | 6 |

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Motion Carried

ADJOURN

Motion to adjourn: Lehr

Seconded: Barbosa

Discussion None noted

Vote

| Yeas | Nays | Absent |
|------|------|--------|
| 6 | 0 | 6 |

Motion Carried

Next meeting: **Tuesday, October 13, 2009; 5:30 PM – 7:30 PM** at Oxford Recreation Center

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Matt's notes from September 2009 meeting

Agenda approved, with changes

adding stuff about State Fair bike access, St Paul Classic,

June minutes—on website--

voted to do approval at October meeting...we haven't actually read them yet.

Council member and former BAB head Russ Stark in attendance:

Been on council 21 months. Kicking around an idea he wanted to talk to us about. BAB has been able to do some good work, but over time there has been a feeling of being marginalized. The BAB is only advisory board advising mayor on transportation issues—no pedestrian, transit or parking advisory boards, for instance. BAB came around about the time of ICE-T in early 1990s. Russ would like that we give mayor good advice on transportation issues. A lot of transportation issues out right now; NW corridor, Central Corridor, Pierce Butler plans. MNDOT doing a study of Snelling north and south of University Ave., possibly look at for bus rapid transit. Russ thinks that mayor/council should get advice of broader group. Russ's idea: form a transportation advisory board for the city. Ties into the Complete Streets policy resolution passed earlier this year.

Russ is on transportation advisory board to the Met Council, on behalf of Saint Paul. He thinks we should do this at the city level. There has been talk of a Northwest area task force for that project, was an Ayd Mill task force years ago as we know.

What does that mean for BAB, if a broader group formed? Should BAB be a committee of Transportation Advisory Board (TAB). Can sound like a demotion, not intended that way. Russ thinks we can get better outcomes when it's part of a broader transportation plan. Bike projects would be championed by more than PW and BAB; TAB (Transportation Advisory Board) would carry more weight.

? would dilute BAB? Yes. Not all of us would become part of TAB. We could serve on committees.

Russ Stark: TAB to be composed of a resident of each ward as a starting point. Some residency requirement and perhaps some mode representatives; transit, ADA, motorist/trucking, bicycle, pedestrian. TAB might not have any more power, but it would be more broadly based.

Andy Singer: It's hard enough as a volunteer to keep up with BAB materials. It would be that much harder for a whole spectrum of transportation projects. Important to keep it non-politicized.

Ed Lehr: BAB is mayoral board. Appointed by mayor, approved by council. How would TAB work? We don't talk much to mayor at moment, have no real direct contact with mayor. What does mayor think of this, have we talked to him about this? Ans: who appts board, who do advise? Mayor appointed, approved by council, advises both.

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Current mayor, what's he think? Russ Stark has had talk with one staff member, talked to Public Works. Public Works positive, mayor has no problem though not really invested in it. Neutral. The appointments would be political, no way around it.

Matt Cole: would this undercut district council transportation committees? Ans: No, it would be like Planning Commission and district council land use committees.

Richard Arey: I'm concerned about losing what little voice we have.

Russ Stark: response: In a mature city, street Rights Of Way are not going to grow, generally, and there is competition for the existing ROW space. Russ thinks we have to have all the people at the table who are competing for that space. This would get cyclists with other ROW-interested parties at the same table and provide better understanding. Hopefully, we end up with more consistent product more suitable for all users. The transportation section of the comprehensive plan becomes the guiding plan. Transportation chapter lays out a mission for the TAB.

Rob Barbosa: likes idea of BAB being a committee of TAB. We don't have ear of mayor, council or local planning councils right now. Things happen in city we don't know about. We don't hear everything going on. We'd be better off as committee of a more powerful body.

Rob Vanasek: Supports concept, has a couple of reservations. Makeup of TAB, making sure there's some crossover with BAB, what happens with staffing, parking and transit subcommittee, ADA, pedestrian committees, how much staffing will each get. Will they be as strong as BAB is now? Are there enough folks interested in having committees or will it just be one representative?

Andy Singer: Can we create TAB without dissolving BAB?

Russ Stark: That would be another way to do it. Key question is staffing. We have four department reps on BAB. (Parks, PED, Police, Public Works). Perhaps make sure one city staff person is on each committee. We would need a way to figure out a way to put some money in over time. Probably lightly staffed early on. If it serves its purpose, it will become clear that it needs resources to make it work. BAB could become a TAB committee right away since we're already in existence.

Matt Cole: I like the time we have with Public Works, PED, Parks and Police each month. I'd hate to lose that. Concerned that as a subcommittee of a larger body we'd lose what little ear we get at the moment. We get some attention from John Mascko, Paul St Martin, others as needed.

Dave Kuebler: Board from a user perspective or a transportation/engineering perspective. Met Council TAB is local officials and residents, TAC which advises TAB is a Technical Advisory Committee of the TAB and is made up of transportation professionals.

Como trails design:

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Eric Thompson last month asked about Como Trails esp. around Black Bear Crossings (the Pavillion). Our pushback was that it is a pretty big issue, and we're only one user, can't give instant feedback on what trail configuration should be. Jessica Treat: Is there a possibility to raise some funds to study issue—it's a jewel of St. Paul and may be worth some city funds to figure out well. Russ Stark will talk to Parks Director and ask what their perspective is on what's going on and what budget would be.

District Council 10 and (Councilman) Lee Helgen...talk to them about it.

Bike access to state fair.

Jessica got emailed about it. Someone was irate. Rob Barbosa: topic of discussion would be move commercial truck rigs to exit on northern side (Larpenteur). Como is congested with eighteen wheelers, transportation hub, etc. They have to sacrifice bike lanes to handle vehicles. Move trucks to another street and they'd have more room. Dave Kuebler: Public Works visited with State Fair Transportation Committee (Steve Grands?)(<--name almost certainly wrong). Issue with buses and cars mixed together. Volume of traffic requires bicycle facility to be an offroad facility. Can't do that. Paul St Martin, Dave Kuebler, they can get to state fair on bicycles. Detour is set up for people doing through-movements. Last year the bike lanes were coned off and they were hardly used—cyclists used lanes of travel or space between lanes of travel. It narrowed these lanes because coned-off bike lanes took up some of the road. The facility would have to be off road to meet MnDOT annual requirements, thought was to detour bicycle through-traffic but sidewalks are congested with pedestrians at this time as well. They still have lots of people accessing state fair to three bike parking lots. Detour for through-traffic (eastbound) is Raymond south to Energy Park east to Lexington. Dave Kuebler: intent wasn't to provide a disincentive, it was to make a safer route for those who use it for a through route. Trying to keep some bike traffic off Como during state fair.

Rob Vanasek: Pierce Butler bike lanes (shoulders, not an official bicycle facility) are full of debris. Asking public works to give it a sweep. Dave Kuebler will contact appropriate people.

MNDOT manual perspective: The State Fair changes are like a construction zone, not a permanent change. We ought to have the ability to have substandard facilities for a brief time. Do we want B/C cyclists on streets around fair at fair time? A-level cyclists will pretty much ride it regardless.

Last year: 2 lanes of traffic each way with 5 foot lane but bikes didn't use them and cars were reluctant on outside lane because bike lane markings were still there. There were lane delineators, traffic directors.

Richard Arey: St Paul classic on September 13th. Parking lot is small. Can use volunteer help.

Roles and responsibilities:

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Rob Vanasek moved to adopt

Rob Barbosa seconded

Voted: carried unanimously

STP Funding Process

Surface Transportation Program=STP

Met Council (Metropolitan Planning Organization designated by state).

TAB has 17 members who advise STP. One non-motorized. (<--alert! Alert!! It's Matt's concern! Seventeen people and ONE represents bicycles, pedestrians, handicapped, children?)

TAC is 29 members, mostly staff from various cities etc.

2013/14 funds. \$93 million. Included in there are five bike walk trails and five roads.

Some other stuff too. Some bike or streetscape projects in there. CMAQ funds to do bike stuff? Has been done elsewhere, CMAQ is Congestion Mitigation Air Quality. Aps were due 6/15, being reviewed now. They will be scored Sep/Oct, TAC will review scores and recommend funding options to TAB, who review Dec/Jan, make recommendations to Met Council, funding awarded Jan/Feb.

Ayd Mill road trail \$2.5M

Raymond Avenue traffic calming 2 projects each project over \$1 each.

Western Ave streetscapes
those by traffic engineering

PED and someone else submitted one each.

This happens every two years, funds four years out. CIB is also every two years.

Once funding awarded, there is time for municipal agency to get planning and design in place because they need approval of MNDOT because they're the approving agency. Then there is bidding and documentation process to build 2013/2014. Jessica Tret: there must be some design to submit. Dave Kuebler: there must be a concept plan, but there is some wiggle room to adjust project. You can't change endpoints, or from off-road to on-road, but you could change width, lighting, meanders, surface treatments, etc. If you make major changes, it's a change of scope process. The scope might not have scored as well and may not have been approved.

Ayd Mill Trail update

City Council approved acquiring land from Victoria to Griggs that we need to build trail. Land we need defined by TKDA and easement descriptions. We have to acquire property. We will make offer to railroad (city will, not Dave or PW). Railroad will either accept or not. Probably not, given that the railroad is taking to federal court. This all opens the door for the condemnation process. But before commencing that, you have to make a good faith offer. Railroad alleging that city can't take mainline property for city purposes.

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Rob Vanasek: could we use this process for Phase One as well (west end to river?) Dave Kuebler: potentially.

Jefferson Avenue

Don Muske not here tonight. Tuesday 9/22 there is a Mac Groveland transportation committee meeting at Edgumbe Rec Center in gym 7:00 to 9:00. Sadly, this conflicts with the reception for St Paul Classic volunteers at Summit Brewery. Intent is to have project update, have strip map with plans on traffic control, traffic circles, etc. Starting neighborhood input process. Those comment will help transportation committee make some decisions on how to proceed. Stop signs on Jefferson? Public Works is reviewing all the intersections. May pull out four way stops and put in neighborhood traffic circles.

Web Site will include info on proposed Jefferson Bikeway project. A rendering of what they're looking at. Which areas looking at for Mac Groveland, West 7th Fort Road Federation. Map, FAQ sheet, Vetting process in Mac-Groveland wasn't as extensive as vetting for stuff east of west 7th.

No street widening, possible intersection treatments that may affect intersections but not mainline portion of road, speed limit reduction on portion, bike lanes only on Ayd Mill to West 7th, bike boulevard on streets east side of West 7th, Ayd Mill to Mississippi River Boulevard, bike treatments no finalized. East of Ayd Mill plans are more finalized. Adding some sidewalk, lighting, lighting under 35E bridge. Narrow Jefferson anywhere? Nope. From Edgumbe to West 7th, no change of curblane, except some potential bumpouts.

Work Plan Updates:

Education/Encouragement committee. Ed Lehr. If we offered Traffic 101 this month, 9 hours over 3 days of 3 hours each.

Engineering/Evaluation: Places to count next week (Tuesday).

COUNT COMO NEXT TUESDAY

Enforcement: the week after next, a meeting at district council Union Park talking about snow clearing on Marshall, restricting parking one day a week on alternate sides to plow street clear to the curb. They're going to enforce Snow Emergencies on this route (already agreed to) from Mississippi River to Hamline. This meeting is a further step—restricting parking.

OTHER

LAB class.

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New Business

Ward updates--

Streetlights at Edgumbe and Randolph are not actuable by cyclists. We should push to eliminate actuated lights throughout city according to Chris Budel. I don't agree. Some discussion of this.

Rob Barbosa: check if there was a bike lane on Edgewater between Maryland and Case. Oiled and gravelled streets and covered everything up. Public Works said they'd re-stripe, just did a line for curb. RB thinks there was a bike lane there. Would like Dave Kuebler to check.

Chris Budel: Bike lanes that are parked in on a regular basis. Parking should not be allowed.

Lilydale Regional Park update. Richard Arey brought up. Eric Thompson had previously talked about, maybe we push off until Eric is here.

Meeting times:

Move to second tuesday of month for rest of 2009.

(Notes by Matthew Cole...not a transcription, may contain inaccuracies or omissions)